

In every one else and there was all around the expression of jubilant satisfaction from those particular persons who were to be band to see it. And they went away with the determination to do a great deal of crowing over the ones who had stayed at home.

COMET ELECTRIC TOURS.

Norwegian Observer Saw North Detected Them Before and After Transit.

CLEVELAND, May 21.—Prof. Birkeland, who visited Finland, in the extreme north of Norway, for the purpose of observing Halley's comet, reports that when the comet passed the sun he observed a magnetic storm of extraordinary strength, while for days before the transit the atmospheric conditions were exceedingly quiet, as they have been since.

He obtained excellent magnetograms and earth current curves during the storm, and he also made valuable electric and meteorological observations. He could not observe the sun owing to the weather being cloudy.

He is of the opinion that the phenomena observed were due to the tail of the comet, which he says must consist principally of some sort of electrical rays.

NO COMET IN CHICAGO.

Clouds Prevent Observations—Loss of the Tail Theory Discussed.

CHICAGO, May 21.—All observations of the comet and its tail were prevented by cloudiness which prevailed here during the afternoon and evening. The comet will probably not be well observed until Monday night. Prof. Frost, director of the Yerkes Observatory, said today that he considered the theory that the comet had ceased to create a tail quite possible.

I have been considering the theory carefully," said Prof. Frost, "and I regard it as likely that the comet may have ceased its activity in producing a tail, as did Biela's comet in 1802."

The theory that the comet is now generating a new tail was advanced by the Rev. Daniel J. McHugh, professor of astronomy at De Paul University, today. The old tail was forced away from the comet by the force of unusual electrical repulsion caused by the sun's action which was so prominent on Wednesday, he thinks.

"It is my opinion," said Prof. McHugh, "that the comet lost its tail on Wednesday night. There are records of its having done the same thing in 1835 and it is also believed that its tail was lost in March of this year. I believe that there is not the slightest chance of the earth coming in contact with the tail on this visit."

Observations made in California, according to reports by telegraph, by the Lick and Mount Wilson astronomers showed that the tail was surely faintly behind the head for a distance of ten or fifteen degrees, broadening at the end. The same sight was noted by Prof. W. J. Hussey of the University of Michigan at Ann Arbor. This morning Prof. Edward E. Barnard was unable to find anything in the eastern sky that looked like the remnant of a comet's tail.

The mystery has quite vanished," said Prof. Barnard today. "If we had taken time to think there might not have been so much mystery at first, when we saw the tail of the comet after the head had passed the sun into the western sky. I was puzzled then, but now I see that the mystery was due entirely to the curve in the tail. We ought to see the curve soon, but it is not yet turned toward us. We are now looking across it. "Whether we have passed through the tail will have to be determined by long calculations after we have gathered more data about the curve."

NO COMET BY BALLOON ROUTE.

Prof. Todd Makes a Recent Voyage, but Fails to See Visitor in the Skies.

AMHERST, Mass., May 21.—The longest balloon flight made from New England was made last night and today by the Cleveland, which ascended at North Adams at 6:45 o'clock last night and descended at North Adams at 10:30 o'clock today. The balloon, which was thirty-six miles south-east of Montreal, at 9:25 o'clock this morning. The balloon travelled a distance of more than 200 miles in an air line and was in the air 11 hours and 32 minutes. It reached an altitude of 11,000 feet.

This information was received by telephone today by Mrs. David L. Todd, whose husband, Prof. Mabel A. Todd of Amherst College, ascended in the balloon with three companions, A. Leo Stevens, pilot; Charles Somerville of New York and H. P. Sherman of London, a Williams College junior.

The aeronauts were unsuccessful in the principal object of the trip—an observation of Halley's comet. The atmosphere was hazy and the light diffused through the mist by the moon made it impossible to catch a glimpse of either the nucleus or the tail. Prof. Todd carried instruments that included a large portable telescope and a device of his own invention by which the aeronauts are warned of the ascending or descending of the balloon by an electric bell.

This voyage makes the balloon a claimant for two cups, one offered by a newspaper of Montreal for the New England balloon landing nearest to that city and the other by Lord North's Field, Bishop of the Aero Club of America for the New England balloon making the longest flight. The previous long flight record was made by William Van Fleet, who covered a distance of 165 miles last summer, from North Adams to Topsham, Me.

COMET SEEN IN WASHINGTON.

When Viewed With the Naked Eye It Was Dim and No Tail Was Visible.

WASHINGTON, May 21.—The comet was visible to the naked eye here at short intervals between 8 and 9:30 o'clock to-night, but it is doubtful if many persons other than the observers at the Naval Observatory saw it. By 9:30 o'clock the clouds had become so heavy in the north-west that the comet was no longer visible. The comet when seen without the aid of glasses only in the evening was dim and no tail was visible to the eye. The comet was a little north of due west.

TAIL LAGGING BEHIND.

Prof. Wendell Saw Comet's Appearance in the East on Friday.

CAMBRIDGE, Mass., May 21.—Prof. O. C. Wendell of the Harvard Observatory said this afternoon that the band of light which the local astronomers saw early on Friday morning was undoubtedly the tail of Halley's comet. None of the professors at that time would authorize a statement to that effect, but Prof. Wendell says that since P. Valle of Tacubaya, Mexico; Joel H. Metcalf of Taunton, Mass.; Director Campbell of Lick Observatory and Dr. R. H. Curtis of Ann Arbor, all have telegraphed the local astronomers that they saw the comet's tail on Friday morning and their calculations have placed it in the same position as the astronomers here believe that the tail was seen.

Prof. Wendell says that even now it is possible that the tail has not yet taken the earth in its embrace or passed by. The comet itself is in the western sky at the given place and given time computed by the astronomical force, having passed around the sun for the tail of Halley's comet.

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the part of a laggard. Prof. Wendell says the observations he made Friday morning convince him that he was viewing the edge of the comet's tail.

COMET ON TIME AT ST. LOUIS.

Observations Made by the Astronomers Tail Pointing Toward the Moon.

ST. LOUIS, May 21.—Promptly on schedule time Halley's comet appeared to-night in the western sky, tail and all, and remained on exhibition fully two hours. The Rev. Father Martin S. Brennan reported finding the comet at 7:30 P. M. shining brilliantly, with a well-developed tail. It shone at its best at 8:30, he says, and will be even a better sight to-morrow night.

Brother Hubert of the Christian Brothers College picked up the comet at 7:30 P. M. and kept it in view nearly two hours. According to Brother Hubert's observations, made at 8:41 P. M., the comet had an inclination of from seven to ten degrees from the horizontal direction and an elevation above the horizon of 17 degrees 7 minutes. The comet's tail, he said, pointed toward the southeast, directly toward the moon.

Brother Hubert asserts positively, as a result of his observations made on Friday night with Brother Ignatius, that the earth passed through the comet's tail on Friday night instead of Wednesday night, as was predicted. He says he was convinced Wednesday morning from the angle at which the comet's tail appeared at that time that it could not reach the earth before Friday, and these calculations prove accurate, as the earth undoubtedly passed the comet's tail on Friday night.

FIVE VIEW IN RICHMOND.

Comet on View Nearly Two Hours—Negroes Praised for Salvation.

RICHMOND, Va., May 21.—For nearly two hours this evening Halley's comet was visible to the naked eye in the south-west heavens, coming first into view shortly after the setting of the sun and appearing above and southwest of the star Aldebaran. It became gradually brighter up until about 8:45 o'clock, when its radiance began to gradually fade, finally disappearing entirely at 9:15.

Not only the head of the comet but the tail, which seemed to envelop the head and to stream out in a curve toward the south, was easily distinguishable. Thousands of people went out for a look, and excitement ran high among the blacks, many of whom thought that the end of the world had come "for such." In many places, they prayed and offered up their individual prayers. Even after the comet had disappeared there was no end to their fears, as one frantically declared that "she's sneakin' round to hit us in de back."

COMET'S TAIL SPLIT?

Theory in South Africa That the Earth Is Now Between the Divisions.

BLOOMINGTON, Ind., May 21.—That the earth is now lying midway between two divisions of the tail of Halley's comet is the statement made in a telegram received today from the Johannesburg Observatory, Prof. Johannesburg, South Africa, by Prof. W. A. Cogshall, head of the department of astronomy at Indiana University. The telegram from the South African observatory told of observations there which found the comet's head and a tail four degrees long in the western sky at 8:30 o'clock. The tail was a comprehensible portion of the tail as seen in the eastern sky. According to the astronomers these phenomena are distinct signs of the theory that the tail is split and that the earth is lying in the split.

BOARDWALKERS COULDN'T MAKE HEAD OF TAIL OF IT.

ATLANTIC CITY, N. J., May 21.—Thousands of people on the boardwalk saw the comet to-night at 8 o'clock. It stayed in view for only a few minutes. It appeared as a nebulous gleam, without head or tail, but sharply defined.

COMET ON HER'S NERVES TOO.

MONTCLAIR, N. J., May 21.—Fireman James H. Banks of Hose Company 1, who lives at 57 Portland place, is the possessor of a comet egg. He has a white wand-like thing that laid a soft shell egg with a five inch tail attached. The tail is as thick as a man's finger and is crescent shaped.

MOON OUTSHINES COMET.

PRINCETON, N. J., May 21.—The comet was visible in Princeton to-night at about 8:30, but no unusual observations were made. Mr. Daniel said that the moonlight was too bright and that nothing was seen except the nucleus as a round, hazy mass.

LORIMER TO DEFEND HIMSELF.

Leaves for Washington Prepared to Call for a Bribery Investigation.

CHICAGO, May 21.—Senator Lorimer left for Washington this afternoon and the next word to come from him probably will be a statement made on the floor of the Senate defending himself from the charges of bribery at his election. It is understood he will confer with some of his friends in the Illinois Congress delegation and with some of the Senators in which he has confidence and learn their opinion as to the advisability of taking such a step.

If they approve the course he has decided upon the next move will be to draw the developments in court on next Tuesday when the case of Representative Lee O'Neil Brown, indicted on a bribery charge, comes up for a hearing. If the court quashes the charge it is said to be doubtful whether the Senator will take any action in Washington.

On the other hand, if the charge is sustained and the case ordered to trial it is considered probable that Mr. Lorimer will take the Senate into his confidence and make a public statement, which will be published here about the time counsel in Judge McCreary's court is engaged in selecting a jury.

WASHINGTON, May 21.—Senator Lorimer of Illinois will, if he carries out his present intentions, deliver a speech in the Senate this week defending himself from the charges recently made against him in connection with the indictment of members of the Illinois Legislature. Senator Lorimer will not only deny that his election to the Senate was brought about by bribery, but he will also deny that there is a report that he will demand an investigation of the charges against the Senate.

ENGINE INVENTOR PRAISED.

DINNER WITH A WORKING OF THE DEVICE ON VIEW.

Lawyer Herrick of Brooklyn Has Been Working to Make Practical a Balanced Rotary Engine and He and His Friends Are Sure He Has Succeeded.

Gerardus Post Herrick, a Brooklyn lawyer, was the guest of honor of 100 engineers, representatives of contracting companies, ship building concerns and railroads and electric and machine companies at dinner at the Waldorf-Astoria last night. They were there to congratulate Mr. Herrick on his invention of a practical rotary engine.

Among the guests were Prof. H. E. Clifford of Harvard, C. B. Edwards of the Ford River Shipbuilding Company, Edgar Freeman of the New York Central, C. A. Hamilton of the General Electric Company, Luther D. Lovokin of the New York Shipbuilding Company, E. T. Munger of the Hudson and Manhattan Railway, Prof. Frederick L. Pryor of the Stevens Institute of Technology, Kunio Suda, chief engineer of the Kawasaki Dockyard Company of Kobe, Japan; Capt. A. B. Willets, U. S. N.; Everett Colby, the New Jersey reformer; William Barclay Parsons and J. Vipond Davies, chief engineer of the Hudson tunnels.

A working model of Mr. Herrick's balanced rotary engine was on exhibition in an ante-room. For an hour before the dinner the engineers and representatives of machine companies gathered around the model observing its workings. It wouldn't permit them to be used in the Waldorf as power was furnished by an electric motor. The engineers seemed to think that Mr. Herrick had evolved a rotary engine which is free from the defects of the type.

It was explained in the speaking that rotary engines have been pretty much of a forlorn hope. They were interesting to tinker with and useful in small ways, but up to the present they had never been reliable or commercially practicable on any kind of a scale. Mr. Herrick and his friends, among whom were Prof. Pryor of the Stevens Institute and Luther D. Lovokin, chief engineer of the New York Shipbuilding Company, said that the Herrick engine has been carefully tested and that it has proved its usefulness.

Mr. Lovokin said that perhaps \$100,000 has been spent by machinery people trying to evolve a practical rotary engine. The chief obstacle had been that when steam was used to drive a piston in a circular course it exerted such pressure on the central bearing that either the engine refused to work at all under any load or, if it did, it was so completely destroyed.

Mr. Herrick said he worked for nine years in his laboratory at 33 Prospect street, Brooklyn, trying to find a means of overcoming this destructive friction. After many costly failures he finally discovered a method of using a steam engine to drive a piston in a circular course. This film of steam he introduced into a series of balancing chambers around the circumference of a cylindrical balancing plug which fitted between the bearings and the cylinder. The steam in the engine was made to counterbalance its own pressure and drive the piston without nullifying its effect.

Mr. Lovokin believed that in a battleship like the North Dakota, with a speed of twenty-one knots, the Herrick engine, combined with the turbines, would add ten-fourths of a knot to its speed, with a coal saving of 25 per cent. In a small ship like the Mauretania, it would increase the speed of the vessel more than a knot an hour, reducing the transatlantic trip by about 24 hours. It would also save a saving in boiler capacity and in coal.

Mr. Herrick in a speech explained the workings of his engine said: "As the Irishman advised for stocking of the engine, the Herrick engine has been tested and found to be a mechanical movement of the turbine and belt nature take her course. Our rotary engine with its static pressure and limited metallic coverings, as the result has been a saving in boiler capacity and in coal."

As we said to Prof. Pryor of Stevens Institute some years ago, when we first went to him for expert counsel: 'Before we are through we will either give the world a new kind of engine, or we will be world known by rotary engine impossible.' And this gathering is the fulfillment of that promise."

ROOT, GRAY AND BRYAN SAIL.

The Senator May Go and See Col. Roosevelt in London.

Seldom on a May day has so many distinguished Americans started for Europe as sailed yesterday by the White Star liner Celtic, the Hamburg-American line's Kaiserin Augusta Victoria, the Red Star's Empress of India and the Cunard's Celtic. All of them may get to England and all of them may get to London. They are all going to-day if they choose, and say many things that they were reluctant to tell the reporters who saw them off yesterday. Judge George Gray of Delaware is a fellow passenger with William J. Bryan by the Celtic, and said for himself that it was a little early to speculate about Democratic candidates for the Presidency two years hence. Col. Bryan said he believed that the Democratic party would get control of the Government in 1912, but thought it wise to let a year elapse before discussing Democratic Presidential candidates.

Senator Root said he expected the Hague conference would end in about three months. He is accompanied by Chandler Anderson, who prepared the fisheries case for the United States; George Turner of the State of Washington; Samuel E. Eliot of Boston; James B. Scott, Solicitor of the State Department; Charles B. Warren of Detroit and Robert Lansing of Waterbury. Chairman Gracian saw him off.

It was said that the Senator expected to leave the Lapland at Dover and meet Col. Roosevelt in London. The Lapland is due in Dover on Sunday.

Charles A. Conant, a banker, who sailed by the Kaiserin, is bound for the Hague to attend a conference on international bills of exchange; William H. Crane, the actor, who is on the Celtic, is going to London to talk with Charles Frohman about a new play for himself.

HEART PIERCED BY NEEDLE.

Freight Handler Killed While Skyscraping With a Companion.

Arthur Devereux, 26 years old, of 354 West Twenty-fourth street, Manhattan, was instantly killed in the Erie Railroad freight yards at Weehawken yesterday afternoon by having a six inch steel needle accidentally driven into his heart while he was skyscraping with Nicholas Dilcher, a fellow workman, living at 684 Hudson avenue, West New York, N. J.

Both were men of good build, freight handlers engaged in unloading bags of flour, and Devereux was assigned to the work of sewing up holes in the bags to prevent leakage. He wore around his neck a stout thread, from one end of which dangled a needle. As Dilcher stooped to pick up a bag, Devereux reached over and tickled him in the ribs. Dilcher involuntarily jumped backward, knocking Devereux against a bag of flour on a truck. The needle was driven into Devereux's heart and he fell, exclaiming, "I'm stuck."

Dilcher was grief-stricken over the accident. He was not arrested.

A BARGAIN.

FOR SALE—Several Gasoline Commercial Vehicles. May be seen at 19 Cornelia St., between 8 and 9.30 A. M. and after 7 P. M.

Take Sixth Avenue Elevated to 8th St.

SHOT UP OKLAHOMA BANK.

Pedestrian Fires Four Shots Into It—Admits Taking "Dope."

MUSKOGEE, Okla., May 21.—A man in Western garb walked in front of a night and day bank here this afternoon and fired four shots into that institution, pausing two minutes after each shot, until 2,000 citizens gathered in the streets, most of whom, mistaking the man for a bank robber, sought safety. Finally Fred W. Howell and Dr. Leo E. Bennett walked up behind the man and disarmed him, when he is reported to have shouted: "I am Price Macklin Taylor, not Henry Starr."

At the police station the prisoner gave his name as Price Macklin Taylor and is reported admitting he had been taking dope. He was several years ago a railroad traveling freight agent, it is said, but had been living hereabout some time.

Taylor had no money in the bank and was unknown to its officials. While he was shooting up the bank the customers and officials hid behind the counters. Some of the customers were locked in the vault. One bullet struck the gilt sign at the top of the door and the others went through windows near the ceiling.

WHITE SLAVE HUNT IN SOUTH.

Man and Woman From New York in New Orleans Looking Into the Subject.

NEW ORLEANS, May 21.—It was learned this afternoon that the so-called white slave hunt of New York has extended to this city. Two detectives, a man and a woman, have been operating in the red light district here for a week independent of the local police. What they discovered convinced the man detective, he says, that New Orleans is the most wicked city in the country. His comrade, a young college woman, refused to give her conclusions. She has kept her identity secret.

The man detective said he found that many young women were brought here from Central America and Cuba and sent to New York and Chicago. Most of the discovery in New York shut down on the market girls were sent there from Trieste and French ports. The detective said that scores of notorious posing as white girls are sent to the country districts of Louisiana and Mississippi to New York and Chicago. Most of these girls are of an unusual style of beauty and the demand for them is large.

The detective says that in the line of investigation he has followed he has never encountered a worse red light system than in New Orleans. One of the peculiar features of his discovery here is that he found little actual white slave traffic, but a large number of girls, procured girls are wanted for the North. He said that many notorious are sent to Paris.

AMPUTATION IN BAGGAGE CAR.

Elderly Man Run Over by Train Dies Soon Afterward in Hospital.

Despite the unusual measures taken to save the life of Richard Coward, 70 years old, a carpenter living in Belmore, L. I., who had both legs crushed by a train of the Long Island Railroad at the Bellmore station early yesterday morning, he died yesterday afternoon in St. Mary's Hospital, Jamaica, whither he was removed from the train which picked him up after the accident and brought him into the Jamaica station.

On the way from Belmore he was bleeding from a wound on his leg, and a physician brought a doctor to the station at Rockville Centre, who boarded the train and on the way to Jamaica amputated the right leg below the knee. There were a compound fracture of the left leg, a fracture of the elbow of the right arm and other injuries about the body.

Coward worked in Manhattan. He lived near the Bellmore station. He was walking down the tracks yesterday when he was struck by the train. He was not hurt by the train when he was overtaken by the locomotive. He tried to climb on to the high freight platform, but was not quick enough. He was using a cane and the engine overtook him and he was dragged down.

The injured man was put aboard the baggage car and tramped applied first aid to the injured man. He was taken to the hospital at Rockville Centre. At Jamaica the train was met by Ambulance Surgeon Donohoe of St. Mary's Hospital. Coward was still conscious when he arrived at the hospital. He was married and had a family.

ODDITY STONE FOR PARIS.

Six Big Blocks Shipped From Indiana—Will Be Made Into Statues.

BLOOMINGTON, Ind., May 21.—Six of the largest blocks of Indiana stone ever shipped out of the colliery state were started out on their way to Paris, France, today from the Consolidated stone quarry. The blocks were placed on six of the biggest capacity cars obtainable, as the total weight of the stones was 200 tons. Extraordinary measures were used in getting the blocks on their arrival in Paris they are to be carved into statues of Jupiter, Neptune, Vulcan, Pluto and figures representing fire and air. The order was placed by a French importer in competition. The stones as taken out of the quarry brought a total of \$2,000.

FACED DOWN A SOUTHERN MOB.

Young Deputy Sheriff Saves the Life of a Negro Suspect of Assault.

MONTGOMERY, Ala., May 21.—With no help save that of a negro trusty from the county jail O. H. Ellis, one of the youngest deputies in the employ of Sheriff Hood, held off a mob at West End this morning and saved the life of Will Jones, a negro in his custody. Jones was accused of being the negro who tried to enter the home of the Misses Sears on Friday night and was taken to the place so that the young women might identify him.

Hardly had the deputy driven up when he discovered a crowd of twenty men. They had sticks and stones and pistols and said they were going to have the negro. Jones was in the buggy with the trusty. Ellis ordered the trusty to drive on toward the city jail and the same time he covered the mob with his own revolver and let it be known that he meant death to interfere.

"This is my prisoner," he said, "and the first one to lay hands on him gets killed by me."

Awed by the nerve of Ellis, the men backed away and allowed the deputy to walk after the buggy, overtake his prisoner and drive back to jail without molestation. It was dark and the girls saw only the arm of the negro and they were not able to say whether he was the one wanted or not.

DIED IN RAILWAY STATION.

Theodore Jackson Chandler, 67 years old, of 144 Walnut street, Paterson, collapsed in the arms of his son, Theodore E. Chandler, as he was boarding a New York Central train at the Erie Railroad station on Monday night and died of heart disease. He had been visiting a niece in Brooklyn with his wife and was on his way home, Mrs. Chandler having preceded him to Paterson on an earlier train. Mr. Chandler underwent an operation for appendicitis five years ago and heart trouble developed.

SET TRAP FOR BLACK HAND.

And Caught Him After He Had Thrown Away Marked Bills and a Revolver.

Black Hand letters have been coming to Giacomo Cammarata, a grocer at 334 East Fourteenth street, ever since Christmas. The first one demanded \$5,000, but later the writer has expressed himself with being content with less. Cammarata got one on Friday which asked for only \$500, but the letter was so threatening that he went to Police Headquarters about it.

Detectives Gratano and Carnelli told the grocer how to manage the affair. He was to mark three \$1 bills, do them up in a neat package with strips of newspaper, take them to the centre of Jay's restaurant, Park and hand them over just as was written in the letter.

Gratano, Carnelli and four other men from the Central Office followed Cammarata to the park last night at 9 o'clock. They saw him pass the package to a man they met him. The stranger, among the detectives closing in, started for the corner of the square at First avenue and Broadway. They saw him drop the package as he ran, and a few steps further on he threw away a revolver.

One of the detectives caught him. He was Salvatore Tuliano, a laborer living at 434 East Fourteenth street. Both the revolver and the wadded package were picked up.

ROME EXHIBITION BACKWARD.

EXPECTED CROWD ADDS TO THE CITY'S CONGESTION.

Working People Camp Out When Driven From Their Homes—Patience of the Pope—Wild Search for Peary by the Geographers—Close of the Season.

Special Cable Dispatch to THE SUN.

ROME, May 21.—Although the president of the 1911 international exhibition committee refuses to consider the question of postponing the opening two secretaries, Prince Scialoja and the Marquis Bugnani, have resigned in quick succession as a protest against the committee's disorganized state. They were convinced that the exhibition will prove a failure, the rate of progress making it impossible to be ready by February.

In expectation of an influx of visitors for the exhibition landlords are raising house rents, some of them advancing their tariff 50 per cent. The result has been that many laborers, being unable to pay the advance, have built themselves rough shelters and straw huts on waste ground outside the city gates where they live like savages. Many are even finding dwelling places in ancient ruins, tombs and aqueducts.

The congestion of the city is terrible, since many old houses have been demolished to make way for new streets. The Vatican recently bought a large tenement house for conversion into offices for the Rome Vicariate. The tenants pleaded to be allowed to retain their rooms for at least another year and the Pope, unlike other landlords, granted the request. He further prolonged the leases for three years at the rate of 10 per cent. The Vicariate office could wait until 1913.

When the delegates of the Geographical Society went to the station to meet Commander Peary they were unable to discover him on the crowded platform. The only delegate speaking English stopped several likely looking passengers without success, while the others, with characteristic Italian excitement, rushed wildly to and fro demanding "Ammiraglio Peri."

At length the society's secretary, recognizing an American journalist chatting with a passenger, appealed for his assistance. "Why, here's Peary," answered the journalist, indicating his companion, and to the relief of the delegates the lost explorer was found.

The Roman season is practically over. Mrs. Wurtz's Monday garden parties at her villa on the Janiculum and the Crowninshield's Tuesday receptions constitute the sole signs of any Americans being still in Rome.

Mr. and Mrs. Parrish, with their daughter, the Contessa Capodilista, have gone to the Italian lakes. Mr. and Mrs. C. A. Moore moved to Salomaggiore this week and then took their daughter, Mrs. C. M. Chester, to Carlsbad.

Cortlandt Bishop and his wife have gone to Naples. Mrs. Campbell and her daughter, the Princess Faustino, have taken a villa at Florence for the summer.

MAYFLOWER DESCENDANTS.

Journey Up the Hudson to West Point—State Organizations Meet.

Of course the first thing that you will wish to know when you hear that the Mayflower Descendants went up to West Point yesterday is how they all got aboard one ship. But you see it was only the New York and New Jersey branches of the society that made the trip. There can be no shadow of doubt about the directness of the descent of those who took the Robert Fulton for West Point early yesterday morning, for their papers have all been acutely scrutinized by experts, including Historian-General Frank Rumilly, who presided over the meeting yesterday.

Everybody aboard the Robert Fulton, that left Desbrosses street at 8:40 yesterday morning, yawned clear up the river to 125th street, adaptably to early morning hours on the city's waterways. The third and fourth generations. The members of the New Jersey society got together, however, after the last city stop and had a little meeting in the afternoon. The descendants didn't have the boat to themselves by any means, as was obvious when the New York society decided to have a landing on the trip down to the Washington branch of the Mayflower Descendants. Gov. Frederick Chandler Seabury presided at this meeting, which was almost immediately followed by luncheon.

But just then the stern and rockbound coast of West Point was sighted and the Mayflowers, gathering what they could in the way of refreshment, hastened to make a landing. On the trip down on the Albany there were afternoon tea at 4 o'clock and a cooling breeze all the way, which wiped out any memory of discomfort on the northern voyage.

STATUE OF THE SOUTHERN RAILWAY'S Late President Unveiled in Atlanta.

ATLANTA, Ga., May 21.—A bronze statue of the late Samuel Spencer, first president of the Southern Railway, was unveiled this afternoon. It was presented to the city and State by 30,000 employees of the system. The cords were unloosed by Violet Spencer, the four-year-old granddaughter of the railroad president, who met death in a wreck on his own system on November 28.

The esteem in which Mr. Spencer was held by employees of the system was attested by the attendance of hundreds representing all branches of the service. J. W. Connolly, General Manager, Chairman of the committee which raised the fund, following a prayer by Episcopal Bishop Nelson, told how the money had been secured, each of the 30,000 employees contributing according to his means.

J. S. B. Thompson, assistant to the president, spoke in commendation of the spirit shown by the railway employees in the fund-raising campaign. He was followed by the Rev. W. W. Finley of the Southern, who referred to the monument as "symbolizing the ideal relation between the manager of a railway and those who work under him."

Judge Alexander P. Whigham, general counsel for the Southern Railway at Louisville, delivered the chief address. Gov. Brown and Mayor Maddox received the monument in behalf of the State and city.

The statue represents Mr. Spencer seated in an office chair. It rests upon the plaza of the Atlanta terminal station. The pedestal of the Tennessee marble is eight feet tall and six feet square with a rounded top. The pedestal is ornamented with a torch at each corner and with garlands of Southern pine branches and cones.

COP SAVES BOY'S LIFE.

Zeidler of the Williamsburg Force Has Other Rescues to His Credit.

Policeman Martin E. Zeidler of the Stagg street station, Williamsburg, narrowly escaped being drowned in Newtown Creek last evening while trying to rescue eleven-year-old Nathan Stumpf of 369 Bushwick avenue, who had fallen into the water from a small raft that the boy and two others had made of boards.

The boys launched the raft in shallow water at the foot of Scott avenue and then paddled into deeper water. The raft raft upset and the boys were thrown into the water. The Stumpf boy's companions could swim, but he couldn't. The other boys' cries for help were heard by Zeidler. He threw off his coat and helmet and dived into the creek. When he got the boy to the dock the latter was insensible. An ambulance surgeon from St. Catherine's Hospital worked over him for nearly an hour and he was revived. Zeidler was relieved from duty for the day. He has saved other boys from drowning.

DIPLOMAT WITH TEN CHILDREN.

They raise families in Bolivia. Two of them sailed yesterday for an indefinite stay in France by the Hamburg-American liner Kaiserin Augusta Victoria. Gen. Montesa, Bolivian minister in Paris, headed